

FREQUENTLY ASKED QUESTIONS

The following questions and answers (Q & As) are provided by Flight Standards Service, Aircraft Maintenance Division. These Q & As are for the NEW Agreement between the United States of America (U.S.) and the European Community (EC) on Cooperation in the Regulation of Civil Aviation Safety. The agreement was entered into force on May 1, 2011.

The purpose of the agreement is to enable the reciprocal acceptance of findings of compliance and approvals, promote a high degree of safety in air transport and ensure regulatory cooperation and harmonization between the U.S. and European Union as regards airworthiness approvals and monitoring of civil aeronautical products, environmental testing and approvals of such products, and approvals and monitoring of maintenance facilities.

The frequently asked questions involve both the agreement and Maintenance Annex Guidance (MAG).

1. What countries in Europe are affected by the New Agreement?

There are currently 17 E.U. Member States they are listed in appendix 2 of the agreement, they are as follows:

Republic of Austria, Kingdom of Belgium, Czech Republic, Kingdom of Denmark, Republic of Finland, French Republic, Federal Republic of Germany, Republic of Ireland, Italian Republic, Grand Duchy of Luxembourg, Republic of Malta, Kingdom of the Netherlands, Republic of Poland, Portuguese Republic, Kingdom of Spain, Kingdom of Sweden, United Kingdom of Great Britain and Northern Ireland.

2. For the European Community (EC) Aircraft Maintenance Organisation (AMO) applicants that have already submitted the FAA Form 8310-3 (i.e. are in the queue) , will they need to resubmit the form to their local aviation authority?

All pending applications of EC based AMOs must transition/transfer to their respective Aviation Authority's (AA) within the 2-year time-frame as outlined in the Maintenance Annex Guidance. AA's of EC member states may request those applicants in a "pending status" to submit a new application if the AA's have instituted new or additional requirements to the application process, or there has been a change to their status.

NOTE: Based upon August 2008, legislation a new applications may apply for but the FAA may not certify any foreign repair station under Part 145 of title 14, Code of

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Federal Regulations until after such date that the new Transportation Security Administration has issued new regulations on "part 145 security".

3. Is there training available to Flight Standards Aviation Safety Inspectors on the New Agreement between European Union and United States?

Yes, Flight Standards Service (AFS) and Aircraft Certification Service (AIR) have developed a NEW training course for employees. The new course became available on May 9, 2011 and is available to AFS employees in eLMS under course no. FAA27100066, for AIR employees it is course no. FAA27200002, titled Understanding the US/EU Aviation Safety Agreement.

The course will soon be available to industry personnel via "Blackboard" through the internet. Check back for details when it becomes available.

4. Where did the Maintenance Annex Guidance (MAG) come from?

The MAG is guidance that has been developed and agreed upon by the Joint Maintenance Coordination Board (JMCB). The JMCB is under the joint leadership of the FAA Director of Flight Standards and the EASA Director responsible for Organization Approvals.

5. What is the Joint Maintenance Coordination Board (JMCB)?

The JMCB is established under the agreement in Annex 2 as a joint technical coordination body with leadership from the EASA Director responsible for Organization Approvals and the FAA Director of Flight Standards Service. They are responsible for appointing a technical team of specialist to review and resolve issues, develop policy and procedures, and facilitate publication in accordance with each others systems.

The JMCB will meet annually for (2) days to ensure the effective functioning and implementation of the Agreement, Annex 2. Their functions shall include:

- (a) Developing, approving, and revising detailed guidance to be used for processes covered by this Annex;
- (b) Sharing information on major safety issues and developing action plans to address them;
- (c) Ensuring the consistent application of this Annex;
- (d) Resolving technical issues falling within the responsibilities of the Technical Agents and examining other technical issues that cannot be solved at lower level;

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- (e) Developing, approving, and revising the detailed guidance to be used for transition, cooperation, assistance, exchange of information, and participation in each other's internal quality audits, standardization, and sampling inspections related to maintenance and quality management and standardization systems;
- (f) Maintaining the list of Aviation Authorities identified in Appendix 2 of this Annex according to the decisions taken by the Bilateral Oversight Board;
- (g) Proposing to the Bilateral Oversight Board amendments to this Annex.

Another responsibility of the JMCB is to report unresolved issues to the Bilateral Oversight Board and ensure decisions reached by the Bilateral Oversight Board (BOB) are implemented.

6. Is there any type of Executive Management oversight of the agreement?

Yes, oversight was established by a Bilateral Oversight Board (the "Board"), which is responsible for ensuring the effective functioning of this Agreement and shall meet at regular intervals to evaluate the effectiveness of its implementation. The Board shall be composed of representatives of:

The Federal Aviation Administration (FAA) (co-chair), and The European Community, which shall be the European Commission (co-chair) assisted by the European Aviation Safety Agency (EASA) and accompanied by the Aviation Authorities (AA). All decisions of the Board are taken by consensus with each Party having one vote. These decisions are in writing and signed by the Parties' representatives on the Board. More details on the Board can be found in the agreement under Article 3, Executive Management.